

Subj: HELICOPTER CROSS DECK PROCEDURES

Ref: (a) NWP 42  
(b) COMNAVAIRPACINST 3501.5E/COMNAVSURFPACINST 3501.5E

Encl: (1) Minimum Detachment Manning Requirements  
(2) Cross-Deck Training Requirements  
(3) Reporting Requirements  
(4) Logistic Support Requirements

1. Purpose. To promulgate standardized guidelines for cross-decking various helicopters within a battle group between any appropriately certified ships.

2. Discussion

a. Operational requirements facing battle group commanders today dictate that they have the flexibility to move rotary wing assets where they best serve war-fighting requirements. In order to exploit the full versatility of each asset, and to operate safely, thorough predeployment training must take place.

b. To minimize confusion when discussing helicopters, the term cross-deck is defined: to relocate an embarked helicopter detachment from one ship to another for a period that will require flying and maintaining the helicopters) and berthing and supporting the crews. The cross-decking of helicopter detachments shall only be ordered to fulfill an operational requirement as determined by the numbered fleet commander, type commander, or the battle group commander.

c. Splitting detachment assets between the parent ship and another ship is not recommended due to the unitary nature of the detachment's parts pack-up, maintenance personnel qualifications/assignments, and publications allowance.

3. Action

a. All helicopter units in a battle group must plan for the contingency of cross-decking during a deployment in order to fulfill battle group commanders requirements. References (a) and (b) define general procedures and training requirements for embarking in air-capable ships that must be further defined to encompass cross-decking. The guidelines provided in enclosures (1) through (4) are the minimums needed to safely operate. Each detachment must weigh mission requirements on the merits of the assigned personnel and resources, and augment as necessary. Interface between all helicopter units within a battle group prior to deployment is necessary to efficiently meet the battle group commander's order to cross-deck, should it come. Each unit commander must train to meet a contingent cross-deck requirement. Prearranged letters of agreement between affected reporting custodians can simplify execution. Three basic cases could arise, they are:

(1) Cross-deck to a vacant(or vacated) air capable ship.

(2) Cross-deck to a snared deck on an air-capable ship.

(3) Cross-deck to an aircraft carrier.

b. A Helicopter Antisubmarine Warfare (ASW) Squadron (HS) could be tasked for either case (1) or (2) above. In either case, the squadron Commanding Officer must anticipate the cross-deck order and have a trained detachment core ready to embark. The case directed will dictate the necessary support level with which to enter enclosures (1) and (4). In all cases, the detachment shall meet the training requirements of enclosure (2), and will commence reporting per enclosure (3) upon embarkation. In case (1), an H-60 detachment should be prepared to provide their own trained Recovery Assist, Securing and Traversing (RAST) Landing Signal Officer (LSO) and flight deck director.

c. An Helicopter Antisubmarine Squadron, Light (HSL) or Helicopter Combat Support Squadron (HC) detachment could fall into any of the above cases. The manning for case (1) should be the full detachment, in either of the other cases, see enclosure (1). The Officer-in-Charge must assess his training level and determine the necessary training from enclosure (2). If combined detachments operate the same T/M/S, logistic support is minimized. If from the same parent squadron, overall requirements can be further reduced. If case (3) is directed, the HS squadron on the carrier should host the detachment. Minimum manning, training, reporting, and logistics shall be determined from enclosures (1) through (4).

d. When detachments are combined aboard an air-capable ship, the embarked Detachment will host the cross-decked detachment. The embarked Officer-in-Charge, regardless of seniority, shall remain the Aviation Officer. The cross-decked detachment Officer-in-Charge shall operate through the Aviation Officer, but have direct access to the Commanding Officer for unique situations.

e. Two aircraft HSL or HC detachments can be split if the operational requirements dictate. Detachments are not manned to operate as two separate entities, and cannot be expected to maintain an operational capability on both aircraft. Should the need arise to split a detachment, the minimum manning, per enclosure (1) shall be assigned to the aircraft expected to operate, and the other aircraft should be considered in a care-taker status.

4. Changes. Recommended changes to this instruction should be submitted via the chain of command to the appropriate type commander, with an information copy to the other type commander.

"Signed"  
J. E. ECKART  
Chief of Staff

"Signed"  
L.P. Lalli  
Chief of Staff

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## MINIMUM DETACHMENT MANNING REQUIREMENTS

Berthing space aboard any ship in the battle group is at a premium. Manning detachments for cross-deck operations must be kept to a minimum to meet the requirements and fit in available berthing. Where possible, detachment enlisted personnel should be berthed together. Officers should be berthed according to their rank. "Hot bunking" is not authorized.

### HSL/HC DETACHMENT MANNING

Basic one and two aircraft detachment manning as dictated by Squadron Manning Documents (SQMDs).

### HS (SH-60F/HH-60H/SH-3) DETACHMENT MANNING

<u>Qty</u>	<u>Billet</u>	<u>Notes</u>
** 2 (4*)	Pilots	1,2
1	Det CPO	3,4,11
1 (3*)	AD	4,5,6,7,8,11
1 (2*)	AE	4,5,6,7,8,11
1 (3*)	AM	4,5,6,7 8,11
1	AO	4,5,6,7,8,11
1 (2*)	AT	4,5,6,7,8,11
1	AZ	7,11
** 2 (4*)	AW	9,10,11,12

### DETACHMENT AUGMENT MANNING WHEN HOSTED BY ANOTHER DETACHMENT/SQUADRON

** 2	Pilots	1,2
1	Det CPO	3,4,11
1	AD	4,5,6,7,8,11
1	AE	4,5,6,7,8,11
1	AM	4,5,6,7 8,11
1	AT	4,5,6,7,8,11
** 2	AW	9,10,11,12

\* Numbers in parenthesis are for two-aircraft support.

\*\* Aircrews listed are minimum, and must be adjusted up to sustain continuous capability.  
(Detachment SORTS should reflect crew with aircraft.)

#### Notes:

1. One pilot functional check pilot qualified.
2. For H-60 detachments, at least three (two LSO qualified).
3. One member "Safe for flight" endorser.
4. One maintenance rating Full System Quality Assurance Rep.
5. One qualified Collateral Duty-Inspector (CDI) for each maintenance rating.
6. At least two maintenance ratings Plane Captains.
7. Maintenance ratings must comprise a full load team.
8. One maintenance rating engine/Auxiliary Power Unit (APU) turn qualified.
9. Both Aviation Antisubmarine Warfare Operators (AWs) should be 0 level Aviation Life Support System (ALSS) certified.
10. One AW functional check flight qualified.
11. For H-60 detachments, one flight deck director.
12. One crewman Search and Rescue (SAR) swimmer qualified.

Enclosure (1)

## CROSS-DECK TRAINING REQUIREMENTS

Minimum training requirements are mandatory, and shall be completed in full prior to operational tasking of a cross-decked unit. All training requirements within a battle group can be accomplished prior to deployment if proficiency is maintained during deployment.

### DETACHMENT TRAINING

All detachments shall complete NWP 42 Week One Work-Ups (WOWU) (COMNAVAIRPAC/COMNAVSURFPACINST 3501.5E appropriate level qualification applies). Training may be accomplished prior to deployment, provided day/night Deck Landing Qualification (DLQ)/RAST Landing Qualification (RLQ), Emergency Low Vision Approach (ELVA), and deck handling proficiency is maintained within 60 days.

### AIR-CAPABLE SHIP

NWP 42 WOWU (COMNAVAIRPAC/COMNAVSURFPACINST 3501.5E appropriate level qualification) must be completed. Prior accomplishment during pre-deployment or deployment will suffice provided 60 day proficiency has been maintained in DLQS, ELVAS, aircraft control, and flight deck emergency training.

### BOTH SHIP AND DETACHMENT

If both ship and detachment have completed the training outlined above, are current within the past 60 days, but the helicopter detachment has not previously embarked that ship, then a tailored WOWU day one must be completed as well as day and night DLQs for all aircrews.

### HSL OR HC DETACHMENTS ON AIRCRAFT CARRIERS (CV)/AIRCRAFT CARRIERS (NUCLEAR PROPULSION)(CVN)

A detachment cross-decked to a CV/CVN shall complete-CV familiarization training prior to conducting flight operations. Training shall include briefs on CV Naval Air Training and Operating Procedures Standardization Program (NATOPS), Carrier Air Wing (CVW) flight operations, maintenance requirements and procedures, and flight deck familiarization per CV NATOPS. All aircrews shall complete a day Visual Flight Rules (VFR) -flight from the CV/CVN prior to any night operations.

Enclosure (2)

## REPORTING REQUIREMENTS

### STATUS OF RESOURCES TRAINING SYSTEM (SORTS)

The SORTS reporting system does not have the flexibility to create and disestablish unique units for short (less than three years) durations. When combining detachments on one deck, each detachment shall be reported separately as their own SORTS instructions dictate. PERSN, MEQPT, and CREWA data fields should accurately reflect what is with the operational detachment. Readiness calculations will not necessarily be degraded by manning of a hosted detachment, but should be calculated to reflect matrix capabilities. PART II comments should be used to define the situation.

### X-RAYS

If the anticipated duration dictates, an X-RAY shall be sent to change the location of the detachment aircraft.

### AIRCRAFT MATERIAL READINESS REPORTING(AMRR)

All aircraft on board should be reported on a single AMRR using a 0400Z date time group. The host squadron or detachment shall coordinate the input for release.

### ADMINISTRATIVE REPORTS

All reports normally required by the parent squadron shall be submitted independently by each detachment.

#### NAVAL AIR FORCE U. S. PACIFIC FLEET (NAVAIRPAC) DETACHMENTS

Report ship/detachment training levels achieved, per COMNAVAIRPAC/COMNAVSURFPACINST 3501.5E.

Enclosure (3)

## LOGISTIC SUPPORT REQUIREMENTS

### SUPPLY SUPPORT

When considering a cross-deck, supply support of the displaced detachment must be considered. The parts Pack-Up Kit (PUK) on the air-capable ships are constructed to support the T/M/S aircraft assigned to the detachment embarked. Custody of the PUK is entrusted to the ship's supply officer. There is a varying degree of commonality between T/M/S that can be supported by the PUK, such as engine parts for the H-46 and H-3 or SH-60B and SH-60F. The Aviation Consolidated Allowance List (AVCAL) on any CV/CVN has only limited support of non-organic T/M/S. If a helicopter is cross-decked to a ship on which there is no support for that T/M/S, then alternate means of parts support must be arranged.

A cross-decking detachment shall arrive at the destination ship with a block of requisition numbers for Petroleum, Oil and Lubricants (POL), 7F, Aviation Fleet Maintenance (AFM), and AVDLR.

### TOOLS/INDIVIDUAL MAINTENANCE REQUIREMENT LISTS (IMRL)/PUBLICATIONS

A cross-decking detachment shall bring all necessary peculiar tools, IMRL, and publications to the destination ship to support their operations. If there is a host squadron or detachment already embarked, they will provide the necessary common support. The host detachment shall ensure an appropriate tool control program is in place.

Blade crutches and aircraft folding and securing equipment shall be cross-decked with the aircraft. The host ship shall provide the necessary chocks and tie-downs.

Enclosure (4)